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STATINTL

The Evening Star

Virginia Commuting

McLean citizens, as well as those in other towns, villages and cities in the northern sector of Arlington and Fairfax Counties, have accepted and adapted themselves to the CIA and the Dulles Airport.

We have surrendered and sacrificed our lands, relocated our homes, adjusted ourselves to the building of bridges and highways, with the ensuing dust, noises and heavy truck traffic, and now—we have another battle on our hands, because of Government regulations, which might deprive us of services of the Arnold Bus Lines; beyond the CIA.

"Unlawful interference with the national policy for the operation of the national parks" is the claim.

We business and professional people, as well as the shoppers, and workers who travel the lines would be severely handicapped if the rule were enforced.

If the buses are to again use old 123, the delay in time alone would be 20 to 30 minutes, because of congestion and overcrowded conditions. Taxpayers' money has been lavishly used to make this means an extra hour lost daily by each patron of these so-called public transit lines. Consequently, there would be fewer buses ever-growing and power-and less frequent service to hungry Government deprive all of us, including the CIA, the taxpayers of the privilege of using these improvements? It would definitely be a step backwards.

Employees coming from Washington would also be saddled with inadequate service. It is extremely difficult now to get adequate help from the District and with poorer bus service we would all experience more hardships.

We have one "sacred private" road leading from Washington to Dulles Airport, which gives us not at all, now, but we have another, from Wash-

ington to CIA and no farther? We unanimously and vigorously oppose the restrictions which will force the Arnold Lines to again use the old antiquated roads and we must insist upon improved modernized transit facilities, even if it means changing the questionable policies of the national parks.

Bayard Evans,
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